IN THE CLAIMS:

Claim 1 (currently amended). A foot activated device for motorcycle clutches, the device having a foot pedal and a clutch activating link, the device having a shaft connecting the foot pedal to the clutch activating link, the device also having a pawl and ratchet escapement mounted on the shaft to selectively hold the device in a clutch disengaging position in response to foot pressure on the foot pedal and a cam that moves the pawl axially along the shaft to selectively disengage the pawl and ratchet escapement in response to further foot pressure on the foot pedal.

Claim 2 (canceled).

Claim 3 (canceled).

Claim 4 (canceled).

Claim 5 (canceled).

Claim 6 (canceled).

Claim 7 (currently amended). The device of claim ~~6~~ 1 wherein the device may be returned to a clutch engaging position by release of foot pressure on the foot pedal.

Claim 8 (currently amended). The device of claim ~~5~~ 1 wherein the pawl is mounted on a piston and wherein the piston is displaced by the cam to move the pawl out of cooperation with the shaft in response to foot pressure on the foot pedal.

Claim 9 (original). The device of claim 8 wherein the device has a spring cooperating with the piston, the spring operating to return the piston to a position to reengage the ratchet on an additional cycle of use.

Claim 10 (original). The device of claim 1 wherein the device may be retrofit to motorcycles provided with hand clutch mechanisms.

Claim 11 (currently amended). A foot operated clutch activating device for motorcycle clutches which may be retrofit to hand clutched motorcycles comprising a foot operated lever, the foot operated lever having a foot pedal, the device having a clutch activating link, the clutch activating link being connected to the foot operated lever by an intermediate lever, the foot operated lever and the intermediate lever being connected to a transverse shaft at a first end of the transverse shaft, the device having a shaft housing and having a second end of the transverse shaft received in the shaft housing, the shaft housing also having a pawl and ratchet escapement therein, the pawl and ratchet escapement mounted on the transverse shaft whereby the device may be latched in a clutch disengaging position

on operation of the foot operated lever and a cam that moves the pawl axially along the shaft in response to further foot pressure on the foot operated lever.

Claim 12 (canceled).

Claim 13 (canceled).

Claim 14 (canceled).

Claim 15 (canceled).

Claim 16 (currently amended). The device of claim ~~15~~ 11 wherein the device may be returned to a clutch engaging position by release of positive pressure on the foot pedal.

Claim 17 (currently amended). The device of claim ~~15~~ 11 wherein the shaft housing has a transverse plunger mounted therein, the transverse plunger having the pawl mounted on a first end of the transverse plunger, the transverse plunger having a second end, the cam cooperating with the second end of the transverse plunger to move the plunger and move the pawl to unlatch the device.

Claim 18 (original). The device of claim 17 wherein the transverse plunger has a return spring.

Claim 19 (original). The device of claim 11 wherein the device has a mounting plate, the transverse shaft being mounted through the mounting plate.

Claim 20 (previously amended). A foot operated clutch activating device for motorcycle clutches for retrofitting hand clutched motorcycles comprising foot operated means for engaging and disengaging a motorcycle clutch, the device having means for mounting the device to a motorcycle, the foot operated means including pedal means mounted on a shaft responsive to positive foot pressure for disengaging a motorcycle clutch, the foot operated means further including a pawl and ratchet escapement mounted on the shaft for locking the device in a clutch disengaging position, the foot operated means also including means responsive to positive foot pressure on the pedal means for unlocking the device and returning the device to a clutch engaging position, whereby the clutch of a motorcycle may be selectively engaged and disengaged and may be held in a disengaged position without manual input from a motorcycle rider.